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## ORIGIN

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25X1. During the war 780 bridges in Slovenia were destroyed or damaged, while 446 bridges remained intact. Since the end of hostilities, 135 temporary railroad and highway bridges have been reconstructed and opened to traffic by the government. As of January 1947, only 30% of Slovenian bridges damaged had been replaced by permanent structures. For strategic considerations bridges connecting rail or road traffic with Hungary and the Trieste area are given first priority of reconstruction.

This document is hereby reg. aded to the CONFIDENTIAL in accordance with the letter of 13 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 1998

Bridges (rebuilt by Gradis, State Reconstruction Monopoly)

- (a) Litija (32°14' x 46°5'22"e): Highway bridge, completely destroyed by the Germans in 1943, was reopened to traffic on 8 December 1946. It is 86m in length, 4 1/2m in width, and spans the Sava river at the village of Sava near Litija. The bridge has two stone piles with a superstructure and three spans of wood. Maximum load is 18 tons.
- (b) Gracova (13°51'30" x 46°9'3", Greenwich): Railroad viaduct completed 4 December 1946 at Gracova, a village near St. Lacijska, Zone B of Venezia Giulia. The viaduct is 150m long and has five spans, each 30m wide. It is of stone construction and lies in a curve of the Jesenice - Podbrde - Gorizia railroad line.
- (c) Konjic (35°37'46" x 43°39'7"): The road bridge at Konjic spanning the Neretva river was completed in December 1946. It is 87m long and 7 1/2m wide, including 3m of sidewalk. It is of concrete construction and has three 36m spans.
- (d) Sarajevo: A concrete highway bridge, 120m long and 7 1/2m wide, with 2 1/2m of sidewalk, currently under construction, is expected to be completed by spring 1947 and will be a link in the new Belgrade - Sarajevo - Mostar - Split highway.
- (e) Cacak (38°1'25" x 43°53'45"): The reinforced concrete bridge over the Morava near Cacak was completed on 8 December 1946. It is 98m in length and 7 1/2m in width. The bridge is a link in the national road net of Cacak - Gornji Milanovac - Belgrade and Krusevac - Kraljevo - Cacak - Uzice - Sarajevo.
- (f) Marlovac: The steel bridge over the Kupa close to the village of Mahoe

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on the Metlika - Karlovac highway, was opened to traffic on 2 January 1947. The bridge, 100m in length and 4m in width, is located on the same site as the old bridge. It was constructed partly from salvage material retrieved from the river.

- (g) Breko (36°28'45" x 44°53'): The highway and railroad bridge at Breko was fully reconstructed by November 1946. The bridge, 800m long and 12m wide, has a steel superstructure and rests on nine concrete piles. Most of the material used in reconstruction was salvaged from the old bridge that was destroyed during the war. It is a part of the Vinkovci - Breko - Banovici railroad line.
- (h) Sv. Peter (32°45'55" x 46°15'30"): The bridge over the Savinja river at Sv. Peter near Celje is to be 61m long and 7m wide, two meters of which are allocated for sidewalk. It will carry a maximum load of 24 tons. The bridge is being constructed along the pattern of autobahn bridges in Germany and will be part of the Ljubljana - Planina highway.

### 3. Railroads (rebuilt by Gradis)

- (a) The Lapovo - Kragujevac - Kraljevo - Kristina - Skoplje railroad line, which was particularly damaged in the Ibar valley section during the war, was opened to traffic in December 1946. In the canyon between Lakt and Usee, two large bridges (38°7' x 43°29'40" and 38°12'35" x 43°38'11") and a tunnel (38°14'12" x 43°40'40") near Lakt have all been repaired.
- (b) The Ustipraca - Foca railroad line was completed for use by October 1946. The need for reconstruction of two bridges along the Drina river near Gorzade (36°33'30" x 43°40') and Kopaci (36°37'20" x 43°38'15"), which were destroyed during the war, was eliminated by constructing a seven kilometer detour along the west bank of the Drina.

4. Work has already begun on the Varna - Sofia - Belgrade - Zagreb - Ljubljana - Trieste highway. This road will be 15. wide, will have four lanes with a 3.25m barrier in the center, granite blocks along curves and over bridges, and a macadam surface.

5. Construction within the harbor of Sibenik of a mole or "operative harbor" called "Dobrik" was begun in May 1946. A quay 96m long is under construction. It will rest on forty-eight 50 ton concrete piles sunk in the harbor. Since the Adriatic is only from 10 to 15m deep in the harbor of Sibenik, the special port is being constructed to accommodate ocean-going vessels. Harbor installations have been fixed and railroad tracks already laid in the new area. The port will be complete by 1948.

6. An electric power plant near the village of Rosca (36°39'20" x 42°40'15"), south of Niksic on the Zeta river, is currently under construction by Gradis. It will furnish 4,500KWH when completed in early 1948. This plant will supplement Montenegro's other power plants at Berane, Bijelo Polje, Danilov Grad, Kolasin, Gusinje and Savnik which supply only domestic power.

\* Coordinates where needed are given east of Ferro rather than Greenwich, except as indicated.

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